

THE CHINA MAIL.

1069.—December 8, 1884.

For Sale.

MECEWEN, FRICKEL & Co.

No. 53, Queen's Road East,
(OPPOSITE THE COMM. HALL),
ARE NOW
LANDING FROM AMERICA.

TOPCAN BUTTER.
Eastern and California CHEESE.
CODELISH Boudin.

Prune HAM and BACON.
Eagle Brand Condensed MILK.

Farm BEEF in 25 lb. cans.

Bean Ideal SALMON in 5 lb. cans.

Cutting's Desert FRUITS in 2 lb. cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson & Robbin's Celebrated Potted MEATS.

Lunch HAM.
Lamb's TONGUES.
Olam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.

TOMATOES.

BUCCOTASH.

Maple SYRUP.

Golden SYRUP.

Cracked WHEAT.

HONEY.

HONEY.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSINE OIL.

K A I S A R - I - H I N D' CIGARETTES.

in crystallized Boxes of 100 at \$6.50 per mill.

SPORTING and RIFLE GUNPOWDER in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.
TOCK'S PATENT PACKING.

HOLMES' DISTRESS SIGNALS.
HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

PAINTS and OILS.

TALLOW and TAR.

PITCH and ROSIN.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF S T O R E S, including:

ALMONDS and RAISINS.

FERNO PLUMS.

TEYSSONNIER'S DESSERT FRUITS.

JORDAN ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Dibby CHICKS.
Wrenmouth BLOATERS.
Kippered HERRINGS.
Herrings & 14 SARDINES.

CAVIAH COCOATINA.
Van Houten's COCOA.
Eps COCOA.

COOKING STOVES.

PARLOUR STOVES.

CLARETS—

CHATEAU MARGAUX.
CHATEAULIA TOUT, plats & quarts.
TEAS, GRAVES,
BREAKFAST CLARET.

SHERRIES & PORT—

SACOON'S MANZANILLA & AMON-
TILLADO.
SACOON'S OLD INVALID PORT
(1845).
HUNTY'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S OLD WHISKY.

ROYAL GLENDEE WHISKY.

BOARD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOLLA PATE & CO.'S VERMOUTH.

JAMESON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

OURACAO.

ANGOSTURA BOKER'S and ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CASSON and
GUINNESS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED.

C I G A R S.

Fine New Season's CUMSHAW TEA, in
5-catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIREPROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

For Sale.

To-day's Advertisements.

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CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 24.

SOUTH DUTCH FOLLY BEACON.

WHILE the above BEACON is being
REBUILT, a Sampans will be kept
near the site showing a Green Light at
night, and a Red Flag during the day.

C. H. PALMER,
Harbour Master.

Approved:

F. E. WOODRUFF,
Commissioner of Customs.

Custom House, Canton, 8th December, 1884. 2052

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,

TO-MORROW,

TUESDAY, the 9th December, at 3 p.m.,
at his Sales Rooms, Queen's Road,

AN INVOICE OF

CAMELIA PLANTS.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, December 8, 1884. 2061

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship

Empress, will be
despatched for the above
Port TO-MORROW, the 9th Instant, at
5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, December 8, 1884. 2040

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Douglas, will be
despatched for the above
Ports on WEDNESDAY, the 10th Inst., at
Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers.

Hongkong, December 8, 1884. 2053

NOTICE.

I HAVE Admitted Mr. NOORMA-
HOMED JAIRAZBHOY PEER-
BHOY, a PARTNER in my Firms,
arrived on 1st November, 1914 (10th October,
1884), and the said Firms will henceforth be
designated and carried on under the Style of
JAIRAZBHOY PEERBHOY & Co.

JAIRAZBHOY PEERBHOY & Co.

Hongkong, December 8, 1884. 2060

NOTICE.

WITH Reference to the above Mr.
JAIRAZBHOY PEERBHOY in China from
this date to sign our Firms in China from

Capt. Barfoot, will be
despatched for the above
Port on THURSDAY, the 11th Instant, at
4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, December 8, 1884. 2050

OCEAN STEAMSHIP COMPANY:
FOR LONDON VIA SUMZ CANAL.

The Co.'s Steamship

Cyclops, will be
despatched as above on
SATURDAY, the 13th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, December 8, 1884. 2055

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

SHIPPING.

ARRIVALS.

December 8, 1884.—

Caroline, Norwegian barque, 323, D.

Brun, Tientao 24, and Chefoo 28, General

WIELER & Co.

December 7.—

Velocity, British barque, 493, Martin

Newchwan and Chefoo November 27

Days.—CHINESE.

Captain HELMS, will be
despatched for the above
Ports on SATURDAY, the 20th Instant, at
5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, December 8, 1884. 2053

Vessels Advertised as Loading.

Destination.

Vessels.

Captain.

Agents.

Date of Loading.

1884.

1884.

1884.

1884.

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Government they would be fully represented by French ships.

It is satisfactory to observe that telegrams from the Government here had unintentionally exhibited the falsity of the Standard's telegram, and it is also satisfactory to know that the mischievous and unscrupulous correspondent of that paper here has overreached himself in this affair; and that the Standard is not likely to accept more of his contributions.

The *French* and the *Hawthorne* have finished running north this season, and are now to be laid up at Shanghai.

The Italian corvette *Cristoforo Colombo* crossed the Bar and went up to Shanghai on the 2nd December.

The steamer line between Newchwang and Pao-tchih is not completed, and Mr. Meekins, who was superintending its construction, has returned to Shanghai.

A TELEGRAM was received in Shanghai on the 2nd inst. from Tientsin stating that the Peiho river is closed, and that the *Kong-kuo*'s cargo was being landed at Taku.

It is noticed in Saturday's Government Gazette that Mr. Thomas Kirkman, Asst. Assistant Master in the Government Central School, reported his arrival in the Colony on the 1st inst.

The Bureau of the Collector of Stamp Revenue for the month of November showed \$11,823.45 was collected as compared with \$13,983.45 in the same month last year, a net decrease of \$2,160.42.

Korea is reported, at least in some provinces, to be threatened by famine, and the Government have, in consequence, remitted the land-tax. On the other hand, the crops in the north of China are said to be very good.

The Sydney paper states that the following equities have been definitely arranged: Clifford v. Hanlan, February 7; Clifford v. Beach, February 23; Hanlan v. Beach, March 26; Clifford v. Hanlan, if Clifford proves victorious in first match April 13.

The Japanese Government have, according to the remunerative papers, remitted the indemnity of \$400,000, which was still payable by Korea, in consequence of the attack on the Japanese Legation at Seoul.

Something having gone wrong with the propeller of H.M.S. *Abrolhos* at Ningpo, a diver from H.M.S. *Cleopatra* was sent from Shanghai to ascertain what was the matter with it. He returned to Shanghai on Dec. 2nd. — N.C. D. News.

A TELEGRAM in the Times, dated Philadelphia, Oct. 3, states that the steamer *Gen. Potts* and *Gen. Palmer* of 3,000 tons each, recently built in Philadelphia for the Central Pacific Railway and sent to the Pacific coast, have been sold to the Chinese Government for \$1,500,000, and will be converted into war-ships.

WE have received advices from the northwayward G. & J. News of Dec. 3rd, confirming the more favourable news published by us in our issue of the 20th ult. There is reason to hope that the disturbance experienced, and the general regulations allowed to protect unharassed the good offices of the English Government will not be unfruitful of results. — This statement appears in our northern contemporary subsequently to the receipt of the usual telegrams from Hong Kong. — G. & J. News.

The *Wendover* appears to have considerably ill luck this trip. On the voyage up, she ran ashore before reaching Shanghai.

At Taku she was in collision with a Chinese torpedo boat, and sustained considerable damage. These torpedoes are formidable vessels, and similar to the French boats employed in the M. & M. The *Wendover* also went ashore in the Pao-ho, her stern and propeller being blown out of the water. She was discharging at Taku when the *Hawthorne* left. — N. C. D. News.

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It is to be hoped, says the *Japan Herald*, that the M. M. steamers are not going to make Keeling a regular port of call, or considerable inconvenience will be caused here. To stop there to leave a mail is one thing, but that would only take a few minutes; but if cargo and stores are to be transferred in ships, boats, and so forth, much time, and may be considerable, will be prolonged. On the other hand, the *Standard* has taken at least two days extra on the voyage from Hong Kong, than a ship would otherwise have done, in consequence, it is said, of having called at the Formosa port.

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A new landing wharf and warehouses, constructed by the Kobe Pier Company, were formally opened on the 16th ultimo. The following extract from the address of one of the speakers at the opening ceremony, shows the evils which the new pier and warehouses will remove:—

"*Elizabeth*, as there has been no public wharf, vessels arriving at this port were necessarily compelled to anchor at a considerable distance from shore. All goods landed or shipped had to be transferred in cargo-boats, and during windy or rainy weather, to hire three or four barges to do the work. The streams, however, ant forth by these engines were too feeble to approach anywhere near the top floor of the house, where the fire was. Meantime the fire extended with astonishing rapidity, and ere the fire steamer could be set to work, the whole of the interior of the Nam-Pak Hong and Silk Piece Goods manual engines appeared on the scene, to render what service they could in extinguishing the fire. The streams, however, ant forth by these engines were too feeble to approach anywhere near the top floor of the house, where the fire was. 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NEWS BY THE ENGLISH MAIL.

The P. & O. steamer *Sudley* arrived here yesterday with London mails up to the 31st October.

It is stated that although Captain Lang, R.N., who has been acting as organiser of the Chinese Navy, has relinquished that position, his retirement will be only of a temporary character, the Chinese Government being desirous of retaining his services after the conclusion of the present operations between that country and France.

The following Admiralty appointments are gazetted:—Lieut. John G. Crawford, *Crocodile*; Lieut. William J. Grogan, *Admiral*; additional: Sub-Lieutenant Edward R. Sankey, *Audacious*; Chief Engineer Edward R. Vine, *Kingfisher*; Paymaster Clement P. Penny, *Kingfisher*.

With reference to the Chinese Inland Transit Pass Question we understand that the London Chamber of Commerce has obtained from the Foreign Office the information that a despatch was sent in December last to Sir Harry Parkes asking him to lay the matter before the Chinese Government, and do his best to obtain increased facilities for the transmission of foreign goods inland under the transit pass system. This despatch would only reach Sir Harry Parkes in March, since when he has journeyed twice to Korea to negotiate the Treaty of Commerce with that country. It will thus be seen that Sir Harry had not until quite lately opportunity to consider this question. Moreover, during the last few months the Chinese Government have declined to enter into negotiations with those which meet their position with France.

The Admiralty have directed the *Rambler*, 3, screw composite gun-boat, 774 tons, 630-horse power, attached to the First Division of the Medway Steam Reserve, to be commissioned on Nov. 11 by Commander the Hon. Folke C. Prendergast Verster, for service with the squadron under Sir William M. Dowell, K.C.B., on the China Station. The *Rambler* is almost as new vessel, having only had three years' service on the South-east Coast of America. She is at present in the dockyard lands, undergoing a thorough overhauling and repair; but her fit is ordered to be completed by the end of this month. It is intended to employ the *Rambler*, on surveying services, in which duty commander Verster has already had considerable experience, having recently commanded the *Mropic* surveying ship in the China Seas.

It is reported that the Government have decided to refuse the demand of the Chinese authorities that the fugitives from the mainland who have sought refuge in the colony of Hongkong should be surrendered under the extradition clause of the Treaty of Tientsin. This matter has engaged the attention of both Lord Granville and Lord Derby for some months past, and the result has been the despatch of the following letter to the Aborigines Protection Society:—

Downing-street, 25th October, 1883.—Sir.—With reference to the letter from this department of the 18th of February last, I am directed by the Earl of Derby to inform you that Her Majesty's Government, after careful consideration of the report received of further inquiries made in Hongkong on the case of the eleven fugitives whose extradition had been demanded by the Chinese Government, have been advised that the guilt of the prisoners had not been proved within the terms of Article 21 of the Treaty of Tientsin.

The Governor of Hongkong has accordingly been instructed by telegraph to release the eleven prisoners in question. I am, &c., (Signed) JOHN BRAMSTON.

Various rumours have been about during the week that negotiations were pending between England and France regarding mediation, but no official statement has been taken in that direction. Acting on its determination to send out strong reinforcements as soon as the supplies shall have been voted, the French Government has given orders for the equipment at Tonkin of all the available transports, and has entered into negotiations with the large shipping companies for the use of several additional steamers. The preparations are being carried on with the utmost rapidity, and it is said that the ships will be ready to sail Nov. 15. The Tonquin Credit Commission has held several meetings this week, and has taken the depositions of the Ministers for Foreign Affairs, War, and Marine, as also those of General Millet and Captain Fournier. The project de loi to open the credits also contains the authorisation to the Minister of War to create a Second Foreign Regiment and a force of 1,000 men, which a sum of £1,675,774 has been granted. A Ministerial Council will hold on the 28th instant, when a lengthy discussion took place, affairs in China. The course of events makes it evident that France although desirous of terminating the imbroglio, is determined to take Formosa, and if China will not come to terms, the occupation of Hainan will probably follow. This policy of 'capture' is likely to continue, unless China capitulates, which is, under the present aspect of affairs, improbable. France will probably postpone further operations of importance until after the general elections. It is stated that the French reinforcements to be sent to the Far East will number sixteen thousand men, viz., 10,000 for Tonquin, 2,000 for Saigon, and 4,000 for Formosa.

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